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"Political Parties," *et al.*, the author continues his study with extremely suggestive results.

Mr. Bentley has rendered an important service by working over the material from this standpoint. In political life he finds two types of groups, "discussion" and "organization." Both are everywhere present but in the working out of actual policies the latter form seems to be vastly more important.

It is the reviewer's belief that Mr. Bentley is on the right track no matter how far short he may fall in many of his conclusions. The method is too new, the evidence too complex to be mastered at once. In any case we have here a volume which will command respect and provoke thought.

CARL KELSEY.

University of Pennsylvania.

Channing, Edward. *A History of the United States.* Vol. II. Pp. 614. Price, \$2.50. New York: Macmillan Company, 1908.

Volume II of Professor Channing's History of the United States covers the century beginning with the restoration of the Stuarts in England and ending with the practical close of the French and Indian War in America. During this period the political institutions of the colonies were permanently established and worked out in detail, and their economic life came to include practically all of the activities undertaken before the industrial revolution of the nineteenth century occurred. There is no more interesting century in the entire history of America.

In this volume, as in its predecessor, Professor Channing relies almost entirely upon source materials. The manner in which this material is used in weaving the fabric of history must command the admiration of all historians. Among the other merits of the book are its clear style, somewhat heavy at times it is true, but always concise and free from attempts at fine writing. The method of treatment is mainly topical, the volume consisting chiefly of a series of illuminating and impartial discussions of the more important subjects or phases of this century of American history.

Professor Channing's work is not without its limitations. His method does not permit of a consecutive or complete historical account of the period covered; however, such a presentation of the history of this century is hardly possible in view of the fact that there were thirteen politically dissociated governments in America, each having its own economic, and to some extent its own religious life, and each having complex relations with the mother country. Probably Professor Channing's treatment is the only practicable one, although it may prove possible to bring about a greater degree of historical integration than has yet been accomplished.

The most obvious shortcoming of the book is in the treatment of social and economic questions. Religious topics are adequately and admirably considered; but this can hardly be said of other social topics. The one short

chapter on "colonial industry and commerce" is especially incomplete in view of the previous neglect of these subjects by other historical writers. Being left to develop their industry without effective interference on the part of the mother country, the colonies shaped their economic life independent of, and as far as the northern colonies were concerned, in competition with the economic life of Great Britain. This fact had much to do with the growth of the idea of political independence. Moreover, the commerce of the colonies was so vitally connected with their economic progress and had so much to do with the shaping of their political ideals and institutions that a careful discussion of it must be included in every well-rounded history of the American colonies.

Professor Channing's work, in spite of the limitations above suggested, marks a distinct advance in the treatment of our colonial history. The two volumes thus far published establish for the completed work a secure place among the histories of the United States. The appearance of the other three volumes of the series will be gladly welcomed by all students of history.

EMORY R. JOHNSON.

University of Pennsylvania.

Daggett, Stuart. *Railroad Reorganization.* Pp. x, 402. Price, \$2.00. Boston: Houghton, Mifflin & Co., 1908.

Dr. Daggett's work upon railroad reorganization is the most important addition made in 1908 to the book literature upon railroad transportation. The volume has several distinctive merits: It deals with a relatively neglected phase of railroad history and management; it approaches the subject by the scientific highway of induction and careful analysis; and lastly the work has not been done hastily, but is the result of years of study. It must be gratifying to those interested in the activities of the Carnegie Institution to see such valuable studies as these appearing from time to time in consequence of the small grants which the institution makes to individual investigators.

Dr. Daggett has studied the financial history of seven railroad systems: the Baltimore and Ohio, Erie, Reading, Southern, Atchison, Union Pacific, and Rock Island. It is safe to assume that practically all phases of the problems of insolvency, receivership, and financial reorganization are revealed in the history of these seven railroad systems. It was no easy task, from a literary point of view, to survey the history of these companies in turn and so to select the essential from the unimportant materials as to present a concise and readable account of the financial experiences of each company. Any one who has attempted to grasp the details of the history of such a system as the Erie, the Reading, or the Union Pacific, will readily appreciate the difficulties with which Dr. Daggett had to deal. Indeed, he is to be congratulated upon having made a readable as well as an instructive book.

The lay student of transportation will probably read only parts of the histories of the seven companies selected for detailed study, but will read